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CENTRAL INTELLIGENCE AGENCY

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[redacted]

1. The following dredgers were towed from the Baltic Sea to ODESSA (46°29' N/30°44' E) via the Mediterranean:

   a. Dredger Kaliningrad (532 GRT), passed ISTANBUL in mid-September 1949.

   b. Dredger Moskva (541 GRT), passed ISTANBUL in mid-September 1949.

   c. Dredger Volkhov (1,634 GRT), passed GIBRALTAR in tow of the SS Zoya Kosmodemyanskaya in late April and ISTANBUL in mid-September 1949.

2. The floating dock No 7 was in the Mediterranean in late September 1949, bound for ODESSA. It was towed by the tugs, Merkury and Golias.

3. Another floating dock towed by the tug Hercules, passed Istanbul in late August 1949, bound for ODESSA.

4. The tug Krasnodaretz (302 GRT) passed ISTANBUL in early September 1949, bound for NOVOROSISK (44°43' N/37°47' E).

5. The icebreaker Lazar Kaganovich (built in 1937, 5,621 GRT), after a thorough overhaul in LONDON, has been in MURMANSK since the end of August 1949.

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[redacted] Comment:

The obvious shortage of floating material in the Black Sea, due to war destruction, is filled by vessels and other material which can be dispensed with in the Baltic Sea. The floating dock mentioned under para 2 probably belonged to LEPAYA.

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